

INFORMATION REPORT
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COUNTRY USSR (Ulyanovsk Oblast)
SUBJECT Ulyanovsk Airfield
25X1A
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1. The airfield west of Ulyanovsk (40°20' N/43°24' E), Ulyanovsk Oblast, about 250 meters south of the automobile plant, was about 800x1,200 meters. Two hangars, each about 40x60 meters, and a small building were in the northwest corner of the field. There was some flying with biplanes and twin-engine commercial planes.
2. The field was west of Ulyanovsk and south of the automobile plant. There were no runways or taxiways. Two hangars and five cantonment buildings were on the northern edge of the field. A road branched off from the road north of the field. Parachuting was observed in 1945 but since 1946 there was only student flying with biplanes.
3. Three connected hangars and one stone building, presumably the administration and weather station, were on the northern edge of the field which was south of the automobile plant. Flights with five or six biplanes and individual parachute jumps were observed daily. Twin-engine commercial planes landed at the field every day.
4. The airfield west of Ulyanovsk, between the automobile plant on the north and the railroad line to Ryazan (54°40' N/39°40' E) on the south, was about 2 sq. miles. There were no runways or railroad spur tracks. A brickyard was east of the field. A steel hangar, 8x30x50 meters, a three-story flight control station, boundary and obstacle light were at the field, which was

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occupied by five single-engine biplanes and two twin-engine low-wing monoplanes. There was day and night flying with biplanes. Two commercial planes made intermediate landings at the field every day.

5. The airfield was 500 meters south of the automobile plant and $1\frac{1}{2}$ km north of the double-track railroad line to Moscow. Three corrugated sheet metal hangars and an administration building with flight control station, radio and weather station, were on the northern edge of the field. The taxiway was not concreted but had a rolled slag layer. The field was used as both a military and civilian airfield. No construction work was noticed. The field was occupied by biplanes and two multi-engine aircraft. Day and night flights and parachute jumps were observed. Some flying instructors and officer pilot students were stationed at the field. Each class, with from 40 to 60 men, was trained for several months.
6. Two hangars and a large stone building were at the field south of the automobile plant. Student flights with 15 to 20 trainers, low-wing monoplanes with radial engine, rigid landing gear, open two-man cockpit, and individual parachute jumps were observed. Two or three commercial planes made intermediate landings every day.

1 Annex: Ulyanovsk Airfield.

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